

ULTRALIGHT/GYROCOPTER VEHICLE NOISE ABATEMENT PROCEDURES

General Procedures

Right of Way - Ultralight vehicle operators shall yield the right-of-way to all aircraft at all times. (FAR 103.13 (a))

Traffic Pattern Altitude – Ultralights are requested to fly a 500 feet AGL traffic pattern.

Touch-and-Go's - Shall be performed only when there is minimal traffic and ultralight operations can be performed without interference with aircraft operations. Ultralight operators performing touch-and-go's should exercise care to sequence their takeoffs and landings to avoid wingtip vortices and wake turbulence caused by arriving and departing aircraft.

Traffic Pattern Dimensions

Fly a Tight Pattern:

1. Runway 29 left downwind should be over Rogers road (southern boundary of the Airport)
2. Runway 11 left downwind should be over St. Vrain Road (northern boundary of the Airport).

Keep the pattern tight. Wide patterns are not authorized unless deviations are necessary for traffic avoidance or safety requirements.

(See Ultralight Vehicle Map for Recommended Approach and Departure Details)

Flight Over Congested Areas - FAR 103.15, restricts ultralights from operating over any congested area of a city, town or settlement, or over any open-air assemblies of persons.

The following are examples of flight maneuvers have caused the most anxiety to the community:

- ✈ Most ultralight complaints are generated from early morning and early evening operations, especially on weekends.
- ✈ The majority of complaints are related to low level operations over houses or near housing subdivisions.
- ✈ Complaints have also come from property owners to the west of the Airport where flying low over farm fields has "spooked" farm animals.

For departures leaving the traffic pattern: Pilots should follow major roadways after leaving the pattern, such as 75th Street, Hover Road, Airport Road, Hwy 66, etc. Fly at least 1,000' AGL or higher. Ultralights have a larger noise footprint than most types of regular aircraft. Therefore, more altitude equals less noise impacts. By following major

roadways, the noise impacts are lessened by having those sounds mixed with regular community traffic sounds.